

CITY OF LOS ANGELES

CALIFORNIA



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February 3, 1998

Dear Plan Book Recipients:

BOYLE HEIGHTS COMMUNITY PLAN - PLAN BOOK CORRECTION

The attached correction for the Plan land use designations for the subject properties shall be incorporated into the Boyle Heights Community Plan. The southerly portion of the property with a commercial project shall be designated in the Community Plan as Highway Oriented Commercial with corresponding zones of C1, C2 and P and the remaining portion as Medium Density with a corresponding zone of R3. This correction reflects the intent of the City Planning Commission and City Council and supersedes the more recent amendments of the Open Space phase of the General Plan/Zoning Consistency Program (AB283).

If you have any questions on this matter, please contact Gary Booher, at (213) 580-5563.

Sincerely,

CON HOWE
Director of Planning

ROBERT H. SUTTON
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Attachment

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Note: This map may not reflect recent Plan amendments because it is revised and reprinted less frequently. For information on Plan amendments recently enacted by the Periodic Plan Review program and by other Planning Department Divisions, refer to the amendment list at the front of this booklet and to the individual Plan map pages in this booklet, which are updated annually.

CITY OF
VERNON

PLAN LAND USE • Boyle Heights

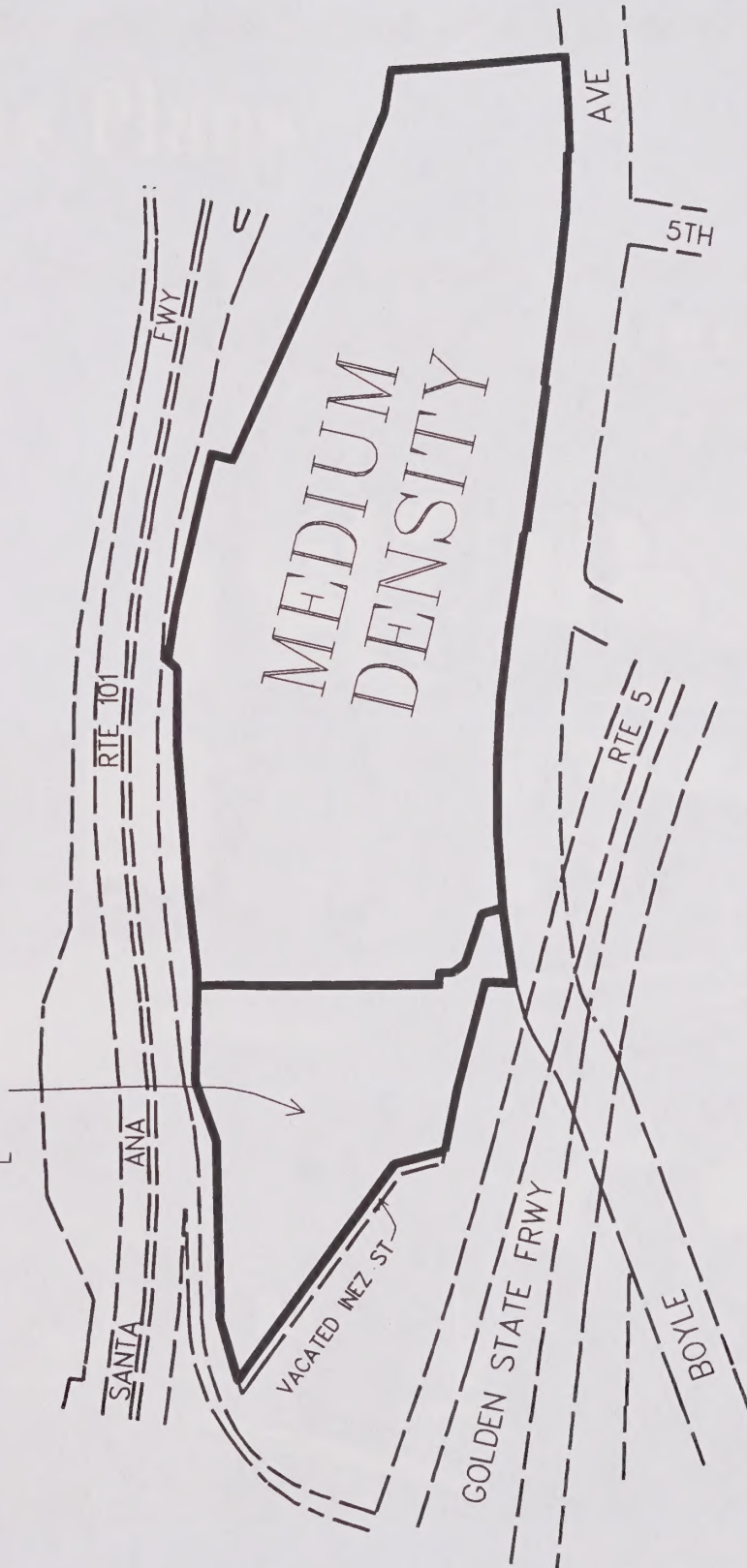
(See Plan booklet for Plan information)

Department of City Planning, Los Angeles, Ca., Melanie S. Fallon, Director

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March 1991

HIGHWAY
ORIENTED
COMMERCIAL



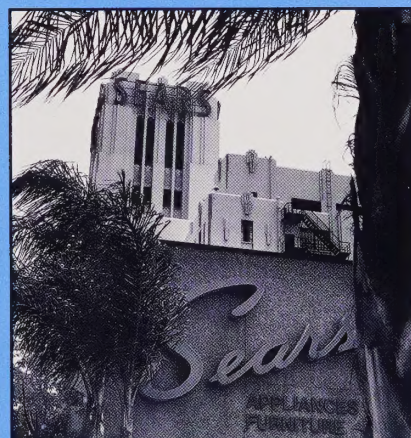
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BOYLE HEIGHTS

Boyle Heights Plans

A Part of the General Plan of the City of Los Angeles



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Boyle Heights Plans

v 4/1/92



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* This Document is a reformat of the District Plan as it formerly appeared in the Broadside format. The Maps reflect the Broadside subsequently amended by the General Plan Consistency Program (AB283), Periodic Plan Review and any other amendments. The Text is essentially the same as the originally adopted Plan.

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BOYLE HEIGHTS PLAN

Adopted by City Council

C.F. 79-2700

August 14, 1979

Subsequent Amendments Adopted by City Council

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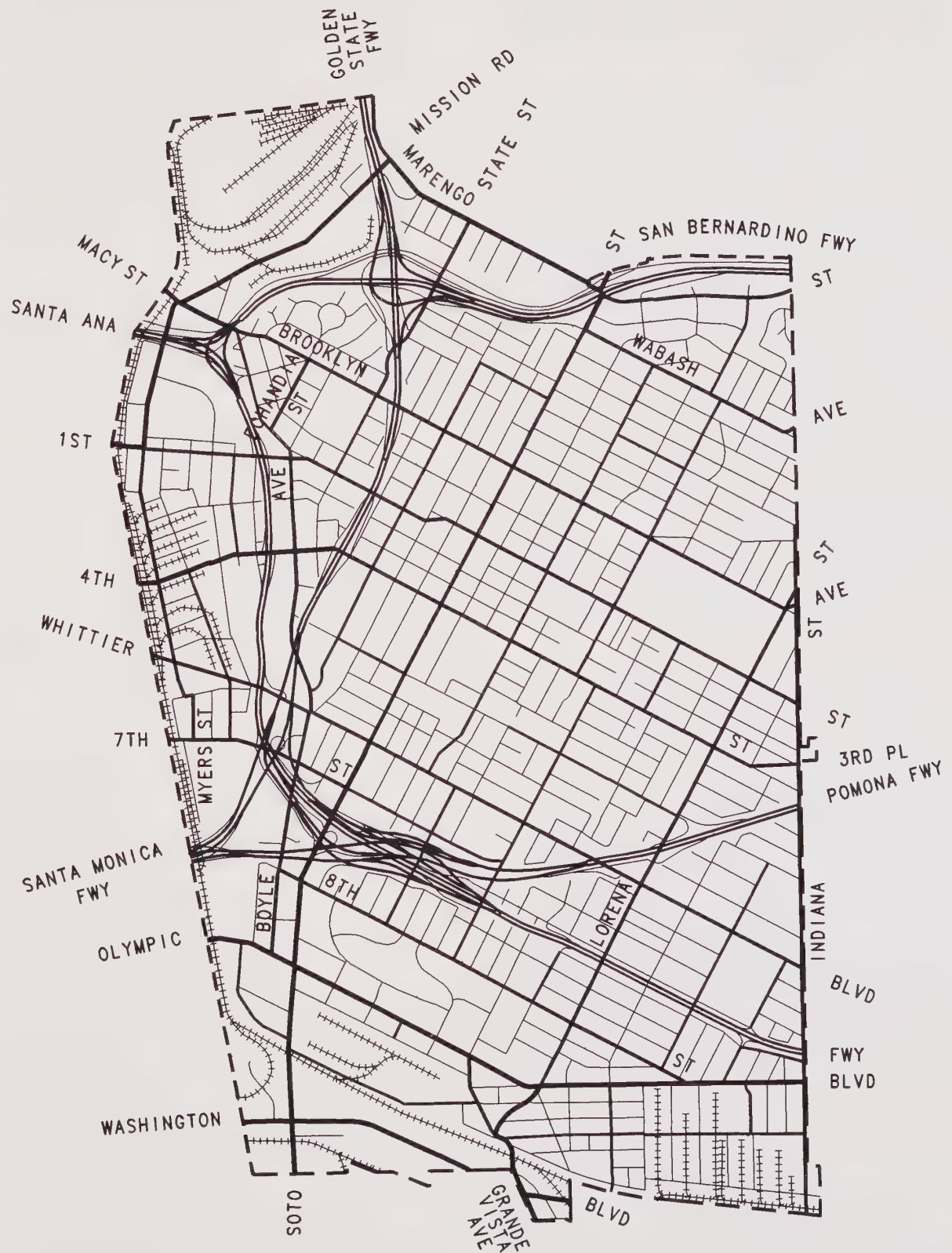
* For your convenience, we have provided this space to record updated plan amendments as they are adopted by City Council.



BOYLE HEIGHTS
GENERALIZED LAND USE



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BOYLE HEIGHTS GENERALIZED CIRCULATION



NOT TO SCALE

BOYLE HEIGHTS PLAN

Preamble

In the early days of the Pueblo de Los Angeles, the edge of the mesa east of the Los Angeles River was known as Paredon Blanco (White Bluff). During the 1880's, after the arrival of the railroads, this mesa began to develop as one of the first Los Angeles suburbs. Today, it is the inner-city community of Boyle Heights.

Boyle Heights has evolved as a part of the City of Los Angeles. Boyle Heights residents have made many contributions to Los Angeles and have benefitted from the City's progress and innovations. However, Boyle Heights has been negatively impacted and altered as a consequence of the City's rapid and continuous growth.

Originally Boyle Heights was an exclusive residential area. By the 1920's, the land had been almost totally subdivided; major streets were constructed; over 70% of the existing varied housing stock had been built; and commercial-social centers were developing and expanding. Some of Los Angeles' first schools, parks, libraries, police stations and fire stations were located in Boyle Heights. Many private schools, sanitariums, religious facilities and other institutions were established prior to and during the 1920's. Boyle Heights had acquired all the elements of a residential community and became a composite of neighborhoods with distinctive physical characteristics and a variety of housing styles and densities.

Boyle Heights developed a diverse social composition, unique in its political and ethnic tolerance. The Community served as the initial point of settlement for many families from other cities and countries. Originally, immigrants were from the eastern and mid-western United States. After the turn of the century came Armenians, followed by Molokan Russians and Jews. In the 1930's and 1940's, as the development of Los Angeles moved westward, so did some of the families of Boyle Heights. Ethnic diversity expanded as families of Black, Japanese, and Mexican descent moved into the Community.

Prior to World War II, Boyle Heights had a substantial Japanese population, second only to the Little Tokyo Community. During the War, the Japanese population was completely displaced as a result of military evacuation orders. After the War, only a limited number of them returned, while families of other ethnic groups moved from Boyle Heights, and families of Mexican descent began purchasing homes. By the early 1950's, one-half of the population consisted of Mexican or Mexican-American families.

During this same period, the physical environment began to change. First, industry expanded into the northern, western and southern edges of the Community from the industrial areas west of the Los Angeles River and along

the Community's southern border. Eventually, 26% of the land in Boyle Heights would be occupied by industrial uses.

Concurrently, as a result of Federal legislation, four public housing projects were constructed, three in Boyle Heights and one on its northern border. Later, two housing projects were enlarged and expanded. By 1954, the housing projects accounted for 1800 apartment units, over 11,000 people and 2% of the land.

The most significant factor to alter the environment and to socially disrupt its residents was the construction of four major freeways. Two freeways were built in the 1940's and two more in the early 1960's. For over 20 years, the Community was subjected to freeway construction, housing removal and the displacement of over 10,000 persons. Neighborhoods were divided, street access was reduced and public facilities were suddenly in the wrong location. The Community's environment became noisier and more polluted. In total, Boyle Heights contributed 10% of its land to meet the transportation needs of the region.

As the region's population grew and changed in its social composition, so did the population of Boyle Heights. Since 1950, families of Mexican descent continued to locate in Boyle Heights, eventually representing over 80% of its total population. By 1970, Boyle Heights, together with the adjacent communities north and east, represented the single largest concentration of Mexicans and Mexican-Americans in the entire United States.

The evolution of Boyle Heights as a community spans over 60 years. Having started as an enclave of exclusive housing, it evolved into a socially unique inner-city residential community. In spite of the physical changes and negative impacts resulting from the tremendous urban growth of the City and County of Los Angeles, Boyle Heights has continued to function as a residential community. To this day, while the Community is used as an initial point of settlement by a substantial portion of the population, Boyle Heights exhibits strong characteristics of neighborhood cohesiveness, and many residents are socially, historically and emotionally tied to the Community. To the great majority of long-term residents, recent arrivals, young couples, senior citizens, homeowners and renters alike, Boyle Heights represents their only economic alternative. This is the dominant premise upon which the Boyle Heights Community Plan has been developed.

The Boyle Heights Community Plan is a part of the General Plan of the City of Los Angeles. It consists of this text and the accompanying map.

Purpose

Boyle Heights contains 3,842 acres or approximately 6 square miles and has a population of almost 82,000 (1970). The Community is bounded by the Los Angeles River on the west, the City boundary at Indiana Street on the east, Marengo Street and the San Bernardino Freeway

on the north, and the City boundary at approximately 25th Street on the south.

GOAL OF THE PLAN

Traditionally, the purpose of planning has been to provide a guide for the future development of a city or community; planning has been growth-oriented. Boyle Heights, however, is one of the oldest central Los Angeles communities. Housing, commercial areas, public facilities and the street system had already been established by the 1930's; industrial development followed, and then came two decades of freeway construction. Except for a few scattered parcels, there is no vacant land, and new construction is minimal. The Community has stopped growing physically, and economically the potential for growth has been reduced.

Boyle Heights is adjacent to downtown Los Angeles and the central industrial sector, which offers potential employment opportunities. The Community is fairly well serviced by public transportation and various social and educational institutions. The Community contains large long-term City investments in utility, power, drainage and sewer systems; streets and highways; recreation areas and libraries; and other public facilities. There has also been a major increase in City construction and reconstruction of such facilities in the past five years, with additional commitments in the immediate future.

Boyle Heights provides an invaluable housing resource for lower income families in the City's urban core, which is especially significant in view of the rising cost of construction and increasing property taxes. Boyle Heights has developed an architectural image and a sense of place and heritage that can never be replaced or duplicated. Social and cultural relationships have been established between Boyle Heights and adjacent communities north and east.

In light of the above characteristics, the major goal of the Boyle Heights Community Plan is to conserve and improve the area as a residential community and upgrade the quality of its service systems and public facilities and its overall environment. This goal takes into account the needs and desires of the residents, acknowledges existing City investments, and recognizes social and cultural bonds with adjacent City and County areas.

USE OF THE PLAN

The Boyle Heights Community Plan will provide a guide for the future of the Community for the use of the City Council, the Mayor, and the City Planning Commission; other concerned governmental agencies; residents, property owners, and businessmen of the Community; and private organizations concerned with planning and civic betterment. For the Council, the Mayor and the Planning Commission, the Plan provides a reference to be used in connection with their actions on various City matters as required by law.

The Plan is intended to outline an arrangement of land use, circulation and services which will encourage and contribute to the economic, social and physical health, safety, welfare and convenience of the people who live and work in the Community, within the larger framework of the City; guide the future of the Community to meet existing and anticipated needs and conditions; contribute to a healthful and pleasant environment; balance growth and stability; reflect potentials and limitations, and protect investment to the extent reasonable and feasible. The Plan proposes approximate locations and dimensions for land use.

The Plan is **not** an official **zone map**, and, while it is a guide, it does not imply any right to a particular zone or to the land uses permitted therein. Changes of zone are considered under a specific procedure established under the Los Angeles City Charter and the Los Angeles Municipal Code, subject to various requirements set forth therein. Inasmuch as the Plan shows land uses projected as much as 20 years into the future, it designates conditionally more land in some areas for different zones and land uses than may be desirable for many years.

This Plan is subject to periodic review and amendment to reflect changes in circumstances.

CONTENT OF THE PLAN

The Boyle Heights Community Plan sets forth objectives, policies and programs for land use (housing, commerce and industry), circulation (highways and public transportation) and service systems (schools, parks, fire stations, libraries, etc.) for the community as a whole during the next twenty years.

An objective is defined as an ideal for which to strive -- the ultimate aim. A policy is a guideline for future decisions. A program is a recommended action to address a particular need or problem.

The Policies and Programs in this Plan are intended to provide direction and a course of future action for the City and its various departments. The Plan does not mandate the City or its departments to commence any new programs which may require the expenditure of man-hours or funds. Any actions called for in this Plan which require additional funding must be approved through actions of the City Council.

The following population statistics are pertinent to the Boyle Heights Community:

1970 Population	82,000*
Existing Zoning Capacity	140,000
1995 Projected Population	83,000*
Plan Population Capacity	98,322**

* These figures are the official estimates of population based on the 1970 Census, plus the Census undercount.

- * These figures are the official estimates of population based on the 1970 Census, plus the Census undercount. These figures do not include a 1976 "estimate" of undocumented aliens which may range as high as 100,000 for this community, based on extrapolation of data from the Immigration and Naturalization Service.

There currently is no agreement among governmental agencies as to the actual number of undocumented aliens; however, there is general agreement that undocumented aliens constitute a significant portion of this Community's population and, by this fact, should be considered.

Over the life of the Plan it is anticipated that this number of undocumented aliens will decrease.

- ** This figure is based on a range of 3.0 to 4.0 persons per dwelling unit. The number of persons per dwelling unit is subject to change depending on population characteristics and different time periods.

LAND USE

HOUSING

The housing objectives, policies and programs are based on population projections, analysis of existing zoning, housing characteristics and the effect of natural and man-made features, as well as the role and function of the community as a housing resource.

The official population estimates of Boyle Heights have remained fairly constant from 1950 to 1970 at approximately 82,000 persons. A slight increase of 9% is expected by 1995. The existing zoning, however, allows for a population capacity of approximately 140,000. Generally, this zoning dates back to 1946 and permits the development of apartments on 75% of the residential area. The existing zoning is in conflict with current and projected population, existing one- and two-family housing, street capacities and available public services. High density zoning also contributes to land speculation and the difficulty of obtaining home improvement loans. Most importantly, the zoning is contrary to the desires of most residents to retain the lower density character of the Community.

Boyle Heights could benefit greatly from housing rehabilitation. Many homeowners will require financial assistance to rehabilitate their homes. The physical decay of housing is a complex problem which is not unique to Boyle Heights. The root causes are various, and consequently there are no simple solutions. Over 70% of the housing stock is over 45 years of age. As a consequence, the Community has a unique residential character, a variety of housing styles, family-oriented housing, and quality construction for that time period. However, it also has small parcels, high overall densities, insufficient parking and high costs of maintenance and fire insurance. Over time, even the topography of certain areas

increases the cost of home improvements. The condition of housing is also affected by the negative influence of modern freeways and older industrial areas.

Although a high percentage of long-term residents gives stability to many parts of the Community, homeownership varies from 3% to 75%, depending on the specific block. Absentee landlords either live in the Community, an adjacent community or elsewhere in the City. Some landlords neglect to maintain their properties. Most resident homeowners have low or fixed incomes and without financial assistance are unable to make needed improvements. In addition, both residents and absentee owners who wish to make improvements are, as in other parts of the nation, subject to the high cost of labor and materials, are penalized through property tax assessment for home improvements, and have been victims of the traditional redlining policies of lending institutions.

Residential areas throughout Boyle Heights are in need of home improvement assistance. The type and degree of assistance needed will vary with the age of the housing and the complexity of the problem. Until an alternative means of providing new housing for lower-income families is developed, conservation and improvement of the existing housing stock is the only feasible alternative.

Objectives

1. To conserve and improve existing sound housing for persons desiring to live in Boyle Heights, especially low and moderate income families.
2. To provide housing alternatives that accommodate a range of needs and maximize the opportunities for individual choice.
3. To improve the relationship between residential uses, the circulation system and the service system facilities (streets, highways, schools, parks, fire, police, utilities).
4. To improve the physical design and condition of all public housing units.

Policies

It is the City's policy:

1. That the existing Low density housing (one-family dwellings) be preserved where such housing stock is in relatively good condition or could be made so with moderate improvements.
2. That the existing Low-Medium density housing (two-family dwellings) be preserved where such housing is in relatively good condition or can be made so with moderate improvements.
3. That Low-Medium density housing be located in areas having a mixture of one- and two-family dwellings to provide additional housing and

accommodate the extended family needs of residents.

4. That Low-Medium II density housing (small apartments) be located in areas already developed to that density, in certain area of moderate to steep topography, and on selected frontages on Major and Secondary Highways.
5. That Medium density housing (apartments) be located in areas already developed to that density, on selected frontages along Major and Secondary Highways and adjacent to commercial centers.
6. That there be no High-Medium or High density housing in the Community.
7. That rehabilitation of the existing housing stock be actively pursued in order to conserve and upgrade the Community as a housing resource for low- and moderate-income families.
8. That rehabilitation programs in Boyle Heights be tailored to specific family, housing and Community characteristics.
9. That, in general, housing for the elderly have convenient access to public transportation, commercial services, recreation and health facilities.

Programs

The Plan recommends:

1. Initiation of residential zone redesignations to conform with the land use policies of this Plan as indicated on the Plan Map.
2. A coordinated strategy to investigate the feasibility of housing assistance programs which address the variety of housing conditions and the social-economic characteristics of Community residents.
3. A study to develop minimum housing rehabilitation standards required to correct major health, safety and structural hazards.
4. An inter-agency study to investigate the feasibility of providing tax incentives to property owners rehabilitating older housing units.
5. A study to improve the physical and social living conditions in all public housing projects, emphasizing the housing requirements of tenants, improvement of dwelling units and contingent facilities, and the mitigation of adverse environmental conditions.
6. On-going evaluation and improvement of the City's centralized relocation services with emphasis on procedures, benefits, public information and the availability of replacement housing.

7. Development of a community landmarks plan for Boyle Heights which would identify unique elements of social and physical significance.

COMMERCE

Commercial zoning in Boyle Heights was established in the early 1920's. The general zoning pattern is one of continuous strips along major east-west streets. This pattern reflects the Community's early development, the former street-car transportation system and overly ambitious expectations for commercial development. Today, while 10% of the Community is zoned commercially, only 6% is actually in commercial use. Many commercially zoned areas have been developed with residential uses or public facilities. Consequently, major streets contain mixtures of uses, creating variety, character and, in certain situations, conflicting needs and service requirements. The pattern of zoning and smaller parcel sizes has hampered the expansion or consolidation of businesses and made the provision of off-street parking difficult.

Most commercial structures are over 40 years old. Recently, a few structures have been replaced or renovated. To some extent, merchants of the Community have also been victims of the traditional redlining policies of lending institutions. Commercial concentrations do exist along major streets, their locations having been established in earlier times. Types of commercial areas range from scattered "mom-pop" stores to small clusters of retail stores to neighborhood and community-oriented commercial centers. The Community also contains the City's first Sears and Roebuck Department Store complex.

In Boyle Heights, residents and businesses are uniquely interdependent. Boyle Heights is physically separated from communities to the north by a freeway and hilly terrain and from those on the west and south by railroad lines and large industrial sectors. Local residents are the primary customers of most businesses. The economic viability of new and existing businesses is dependent on the shopping needs and purchasing power of local residents. The purchasing power of residents is limited and decreasing due to low family incomes, fixed incomes, inflation, unemployment and underemployment. These conditions are somewhat offset by the Community's high population density, large family size and overall young population.

Although commercial growth potential of the Community is limited, there is substantial stability and viability of those businesses that do exist. The service of businesses to Community residents could be enhanced through conservation, moderate expansion, physical improvement of facilities and additional off-street parking. In addition, some new businesses could be attracted to increase the range of goods and services, complement existing businesses, and generate employment for local residents.

Objectives

1. To conserve and strengthen viable commercial development in the Community.
2. To provide a range of commercial facilities at various locations to accommodate the shopping needs of residents, including persons of restricted mobility, and to provide increased employment opportunities within the Community.
3. To encourage investment in all community and neighborhood commercial centers.
4. To improve the compatibility between commercial and residential uses.

Policies

It is the City's policy:

1. That commercial facilities be located primarily on east-west traffic arteries to reinforce existing development and to minimize negative impact on residential neighborhoods.
2. That community and neighborhood commercial centers be consolidated and deepened to stimulate existing businesses, create opportunities for new development and off-street parking, expand the variety of goods and services, and improve shopping convenience.
3. That the community commercial centers of Brooklyn Avenue and Soto Street and the Mercado area on East First Street continue to serve as focal points for shopping, civic, social and recreational activities and provide, where feasible, professional offices, small department stores, restaurants and entertainment facilities.
4. That the neighborhood commercial areas at Whittier Boulevard and Lorena Street, Evergreen and Wabash Avenues, Fourth and Soto Streets, and First and Bailey Streets continue to serve the everyday and weekly shopping needs of residents, providing supermarkets, drugstores, retail shops and other neighborhood-oriented services.
5. That neighborhood markets and retail and service establishments oriented to the residents be retained throughout the Community, within walking distance of residents.
6. That the general merchandise retail center at Olympic Boulevard and Soto Street be maintained as a specialized regional center with a department store, offices, mail order headquarters and an automotive center serving a local and regional market.
7. That highway-oriented commercial uses, offering neighborhood or convenience goods and services,

be mixed with other commercial uses along Major and Secondary Highways.

8. That the City encourage the use of private and public resources designed to stimulate commercial rehabilitation and new development.

Programs

The Plan recommends:

1. Initiation of commercial zone designations to less intense zones to conform with the land use policies of this Plan.
2. Initiation of an off-street parking assessment district in the Brooklyn Avenue-Soto Street Community Commercial Center.
3. A study to determine the feasibility and implementation techniques for commercial assistance, ranging from minor physical improvements to major rehabilitation.
4. A study to determine the opportunities and feasibility of public improvements at neighborhood and community shopping areas.

INDUSTRY

Industrial zoning in Boyle Heights was established as far back as 1921. Not until after 1940, however, did the Community become a prime part of the City's industrial development. This was due, in part, to the established industrial sector west of the Los Angeles River, the Community's proximity to downtown Los Angeles, and convenient access to railroads and future planned freeways. Today, one-fourth of the land area in Boyle Heights is developed with industrial uses, representing 5 1/2% of all the industry in the City of Los Angeles. It is part of an older and larger industrial core lying east of the central area of Los Angeles and extending south into the City of Vernon and east into the City of Commerce.

The Community's industry surrounds its residential neighborhoods, creating a continuous belt along its northern, western and southern edges. It contributes significantly to the economic base of the City, containing approximately 170 industrial firms providing jobs for over 11,000 people. The dominant industrial employers are engaged in the manufacture of fabricated metal products, machinery, furniture and fixtures, as well as printing and publishing. Some areas contain underutilized railroad lines or industrial uses such as land intensive warehouses that generate little employment.

Since this is an older industrial area, there are some unique problems and disadvantages. Many industrial buildings are 25 to 35 years old and lack the design amenities of newer developments. The industrial sector is characterized by smaller parcels, piecemeal development and substandard streets, restricting the potential for site expansions to increase storage or production space, the

rehabilitation and reuse of structures and provision of off-street parking. New industrial development is further discouraged by the absence of vacant land and rising land cost and taxes.

In spite of these disadvantages, the industrial sector represents an important resource in terms of City tax revenues and employment for City residents. In the future, this industrial base could provide employment opportunities for a large skilled and semi-skilled labor pool living in this and adjacent communities. To the extent feasible, existing industrial investments should be protected. To reinforce and upgrade the existing industrial base, attempts to attract new employment-generating industries should also be undertaken.

Objectives

1. To preserve designated industrial lands for industrial uses.
2. To conserve the existing sound industry, to contribute to the tax base for the City and as a potential employment resource for community residents.
3. To encourage and provide opportunities for new industrial uses that generate intensive employment.
4. To improve the quality of industrial developments and to protect the amenities of adjacent areas.

Policies

It is the City's policy:

1. That industrial uses, wherever possible, be clearly defined and separated from other uses by freeways, flood control channels, highways and other physical barriers.
2. That a transition of industrial uses be developed, where feasible, from intensive uses to less intensive uses in those areas adjacent to residential uses.
3. That the City encourage the use of public and private resources designed to stimulate industrial rehabilitation, intensification and new development.
4. That the industrial areas north of the San Bernardino Freeway and west of the Golden State Freeway, west of the Aliso-Pico neighborhood and Santa Ana Freeway, and south of Olympic Boulevard, all of which are located conveniently near transportation facilities, be maintained and improved as a means of providing revenue to the City and employment opportunities for its residents.

Programs

The Plan recommends:

1. Initiation of industrial zone designations to less intensive zones to conform with the land use policies of this Plan.
2. A study to determine the feasibility of providing efficient, labor-intensive industrial parks in existing industrial areas containing vacant land, abandoned railroad rights-of-way and marginal industrial uses.

Circulation

HIGHWAY AND STREET SYSTEM

The circulation system -- railroads, streets, highways and freeways -- impacts the Boyle Heights Community in a manner unlike any other area of the City. Boyle Heights was subdivided into a grid pattern, with little relationship to the gently sloping landscape. This grid pattern provided for a major east-west street every 1/4 to 1/2 mile. The Southern Pacific and Santa Fe Railroads were developed between 1876 and 1885 on flat terrain along the southern and western peripheries of the Community, dictating the future pattern of industry and truck traffic. The location and intensity of industry, along with the more severe hillsides to the north, function as physical barriers to the north-south movement of traffic through the Community. In contrast, the Community functions as an east-west traffic funnel for motorists entering and leaving employment centers of the Central City area.

Within the past 35 years, the residential core of Boyle Heights has been repeatedly bisected by the construction of freeways. The San Bernardino Freeway was first opened in 1943, followed by the Santa Ana, Golden State, Pomona and Santa Monica Freeways. In total, they represent 9.6 miles of continuous freeway and occupy 10% of the Community's land area. In their paths, approximately 2,900 housing units were removed, displacing 10,000 residents and disrupting the cohesiveness of neighborhoods. The freeways were located next to several schools, parks and sanitariums. They have increased the ambient noise levels and air pollution, impacting both residential and institutional uses.

The development and intensification of the total circulation system is the result of urban growth and regional traffic demands. The corresponding impacts are especially severe due to the Community's land use, topography and unique location between employment centers and more recent subdivisions to the east. In the future, the circulation system will have to be modified to accommodate anticipated traffic demands of the region.

It is imperative that any future modifications include mitigation measures adequate to minimize additional negative impacts and mitigate existing impacts on public facilities, environmental quality and social stability and to avoid any further erosion of the residential integrity of the Community.

Objectives

1. To provide for a circulation system coordinated with land uses and densities and adequate to accommodate the movement of people and goods.
2. To minimize the detrimental impact of all existing freeways in the Community.
3. To minimize the conflict between vehicular and pedestrian traffic.

Policies

It is the City's policy:

1. That no increase in residential, commercial or industrial intensities should be effected by zone change unless it is determined that transportation facilities, existing or assured, are adequate to accommodate the traffic generated.
2. That the City encourage the State to develop programs to establish noise barriers, screening and pollution controls for existing freeways and to improve their safety, capacity and operational technique.
3. That highways and local streets be developed in accordance with standards and criteria contained in the Highways and Freeways Element of the General Plan and the City's Standard Street Dimensions, except where environmental issues and planning practices warrant alternate standards consistent with capacity requirements.
4. That the unique character of Community streets should be maintained and enhanced by improved design characteristics such as street trees, landscaped median strips, traffic islands and special paving.
5. That a bikeway system should be developed within the Community to permit safe bicycle use and to link residents to other bikeway systems which provide access to recreational facilities.
6. That Indiana Street remain designated as a Secondary Highway. Any widening and improvements shall be coordinated with the County of Los Angeles.

Programs

The Plan recommends:

1. Amendment to the Highways and Freeways Plan as follows:

Designate as a Secondary Highway rather than a Major Highway:

- 1.1 First Street, between Mission Road and Santa Ana Freeway.

- 1.2 Fourth Street, between the Golden State Freeway and Indiana Street.
- 1.3 Soto Street, between Whittier Boulevard and Wabash Avenue.

Eliminate as a Secondary Highway:

- 1.4 Evergreen Avenue, between Wabash Avenue and Fourth Street.
- 1.5 Euclid Avenue, between Fourth Street and Eighth Street.
- 1.6 State Street, between Brooklyn Avenue and First Street.
- 1.7 St. Louis Street, between Marengo and Brooklyn Avenues.
- 1.8 Indiana Street (northern proposed extension), between Washbash Avenue and Brooklyn Avenue.

Designate as a Secondary Highway:

- 1.9 Marengo Street, between Soto Street and eastern Los Angeles County boundary.
2. A study to develop feasible solutions to the traffic impact and congestion in the vicinity of the Aliso Apartments public housing project, Pecan Street Park and the Fourth Street, south-bound onramp to the Santa Ana Freeway.
3. Encourage the California Department of Transportation to implement the sound wall noise abatement program on existing freeways in the community.
4. Initiation of a series of street tree assessment projects for all Major and Secondary Highways.

PUBLIC TRANSPORTATION SYSTEM

The efficiency and quality of public transportation service is particularly significant to Boyle Heights residents. The Community's population is highly transit-dependent because of a high percentage of young people, a significant percentage of elderly, and the low income level of families. As a whole, 44% of the population is below 20 years old, and 12% is over 60 years of age. The median family income is 40% below the citywide average. Family income is reflected in the percentage of automobile ownership, with 36% of the families not owning any autos, and 42% owning only one.

Boyle Heights residents, therefore, require a flexible transportation system that will provide mobility within the Community and ready access to surrounding communities. The system should provide access to jobs, commercial areas, day and evening education and recreation centers, health facilities, social service centers, and the homes of friends and relatives.

Generally, the level of bus service in an east-west direction has been fairly adequate, mainly as a result of the Community's proximity to the Central City area and the orientation of the street system. Service in a north-south direction is infrequent and cumbersome. This situation has

been improved with the introduction of the Grid Bus Service for East Los Angeles. Bus Service has also been reinforced locally by Dial-Your-Ride, a demand-response service available to senior and handicapped residents of the East-Northeast District. Federal funding for this program will terminate by 1979. The full need for bus service to places of employment is unknown. Little information is available as to specific job locations of Community residents.

The City does not administer the public transportation system but can lend support and assistance to the Southern California Rapid Transit District by evaluating travel needs of residents and making recommendations for modifications and improvements to public transportation service.

Objectives

1. To maximize the effectiveness of public transportation to meet the travel needs of transit-dependent residents.
2. To encourage alternate modes of travel and provide an integrated transportation system that is coordinated with land uses and which can accommodate the total travel needs of the Community.

Policies

It is the City's policy:

1. That the City continue to encourage and assist SCRTD in analyzing the Community's transit needs in order to increase bus service and improve its efficiency and comfort.
2. That public transportation, including rapid transit accessible to transit-dependent residents be provided, and that facilities be located within existing rights-of-way to minimize any detrimental impact to the Community.
3. That the City encourage railroad companies to improve rail service, public safety and the appearance of railroad facilities.

Programs

The Plan recommends:

1. That the Southern California Rapid Transit District be requested to continually evaluate the efficiency, patronage and cost-benefit ratio of the East Los Angeles Bus Service Improvement Program.

Service Systems - City of Los Angeles

The City of Los Angeles provides and administers a number of public services and facilities, such as parks, libraries and police and fire protection and paramedic

ambulance service. Other services, such as health care, welfare and education, are administered by County or State agencies and consequently are not under City control. However, it is critically important that in determining needed services, setting priorities and allocating resources, the City Council make the City's concerns known to these higher level jurisdictions through the adoption of appropriate policies.

Generally, public facilities in Boyle Heights were established prior to and during the Community's growth in the 1920's. From 1950 to 1960 two new neighborhood parks and a new police station were developed. While most facilities were originally quite innovative and above standard for their time, many are below current standards and in need of improvement or replacement. Also, many older facilities are inadequate to accommodate new concepts or techniques, such as those relating to library service or fire protection.

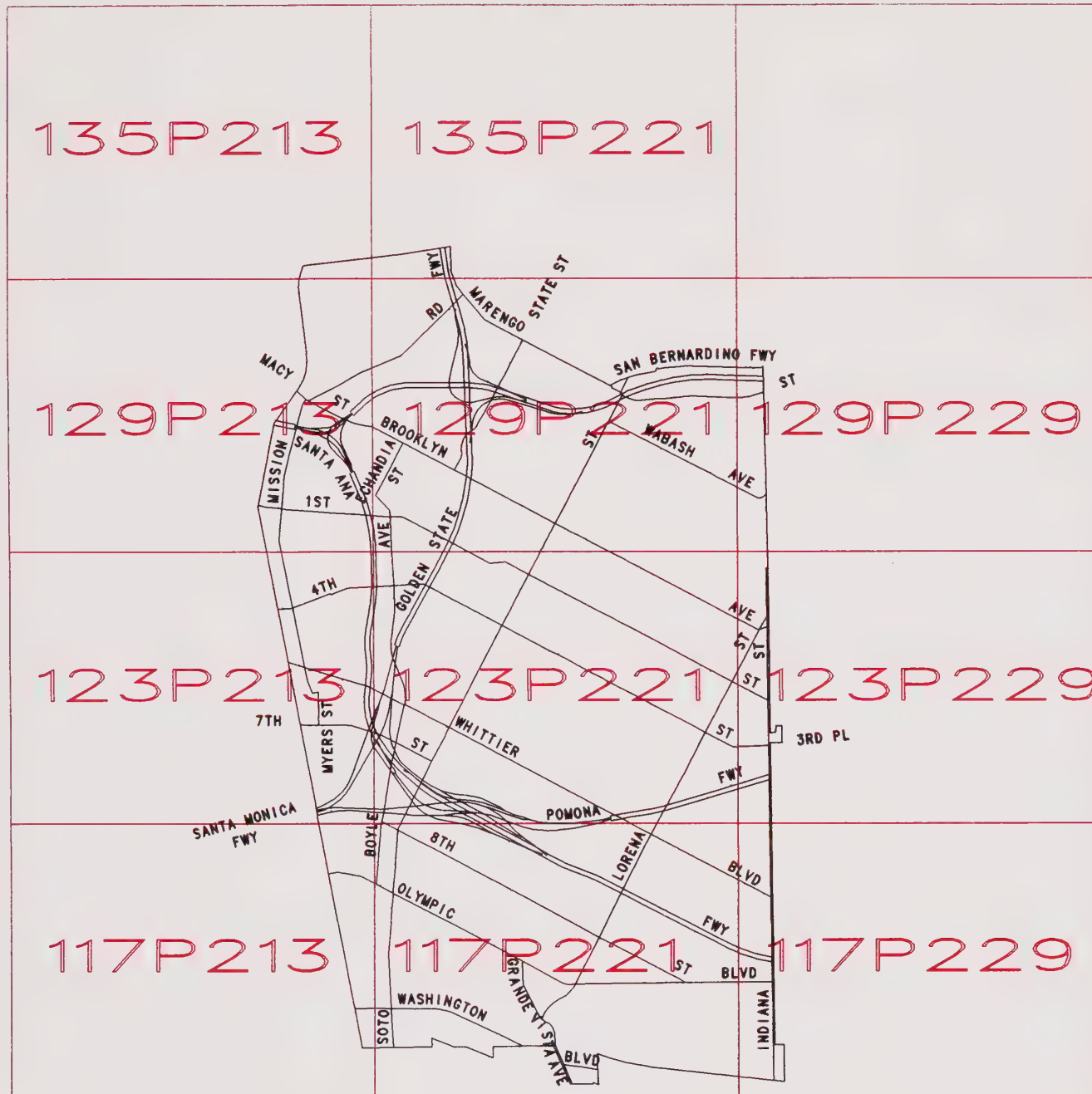
Recently, substantial improvements have been made, including new or renovated neighborhood park facilities and replacement of condemned public facilities such as libraries. A number of other park improvements are currently being planned or under construction.

Since the development of most facilities in the 1920's, land use in the Community has greatly changed and intensified. These changes include: industrial development of the 1940's, development and expansion of public housing projects in the 1940's and 1950's, and the continued program of freeway construction. All of these changes have generated additional demands for police, fire, library and recreational services. The freeways have also reduced accessibility to facilities and negatively impacted their environmental settings. Also, as residential, commercial and industrial structures continue to age, the need for adequate fire protection is intensified.

The population of the community has also changed dramatically. The overall population has increased, with a greater percentage of senior citizens and almost half under 20 years of age. The population density in Boyle Heights is 20 persons per acre, about twice that of the City as a whole. The median family income of Community residents has failed to keep pace with that of the City as a whole, and the number of families at poverty level income has also increased. The ethnic composition has changed and is now predominantly Spanish surname. In part, the Community functions as the initial starting point for many Spanish-surname families from Mexico and the Southwestern United States. These changes have increased the need for public facilities and changed the type and quality of public services needed. Plans for service systems must also take into account a substantial number of "undocumented aliens" residing in the Community.

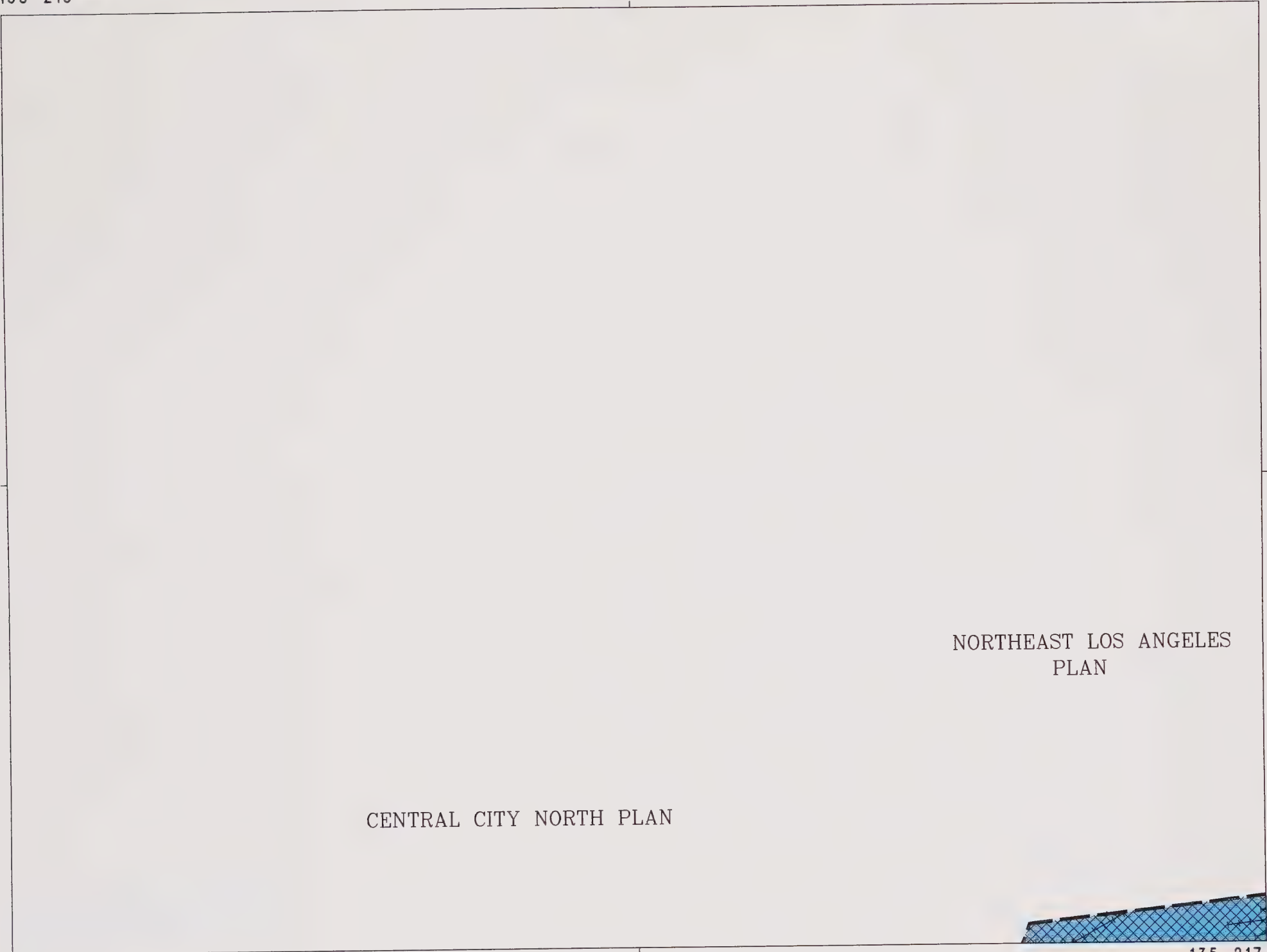
The demand for new or improved public facilities has grown far beyond available City resources. Also, since the Community is fully developed, there is very little vacant land available. Land for new sites or the expansion of

existing sites requires the acquisition of residential properties, decreasing the housing stock in the Community. Given this constraint, the improvement of existing facilities should be given prime consideration. Whenever possible, concepts of intensification, rehabilitation, reuse and multiple use of facilities and sites should be utilized. Site size standards should be tailored to unique Community conditions, and site expansion.



BOYLE HEIGHTS INDEX MAP

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N
NOT TO SCALE



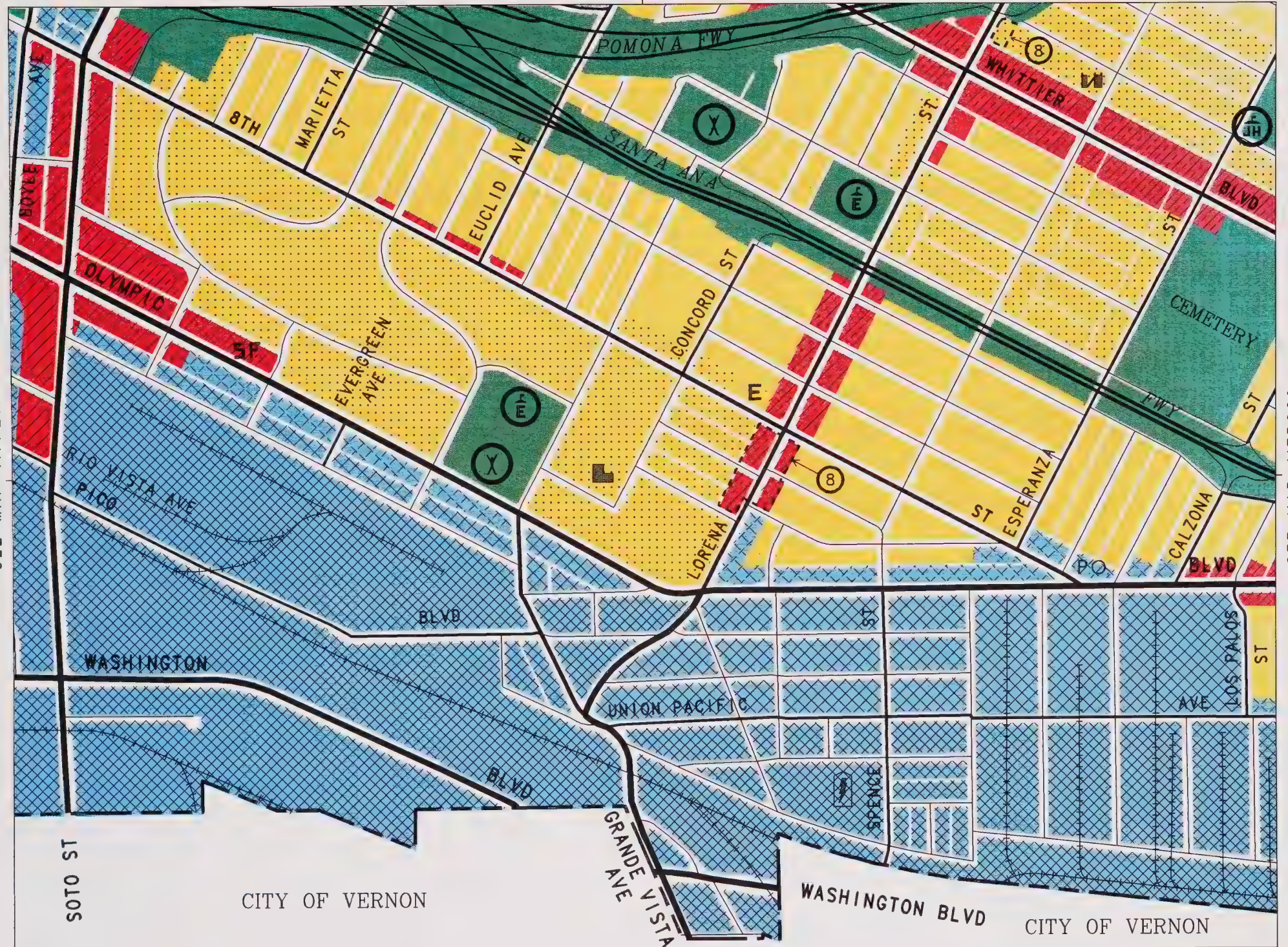
SEE MAP 135P221

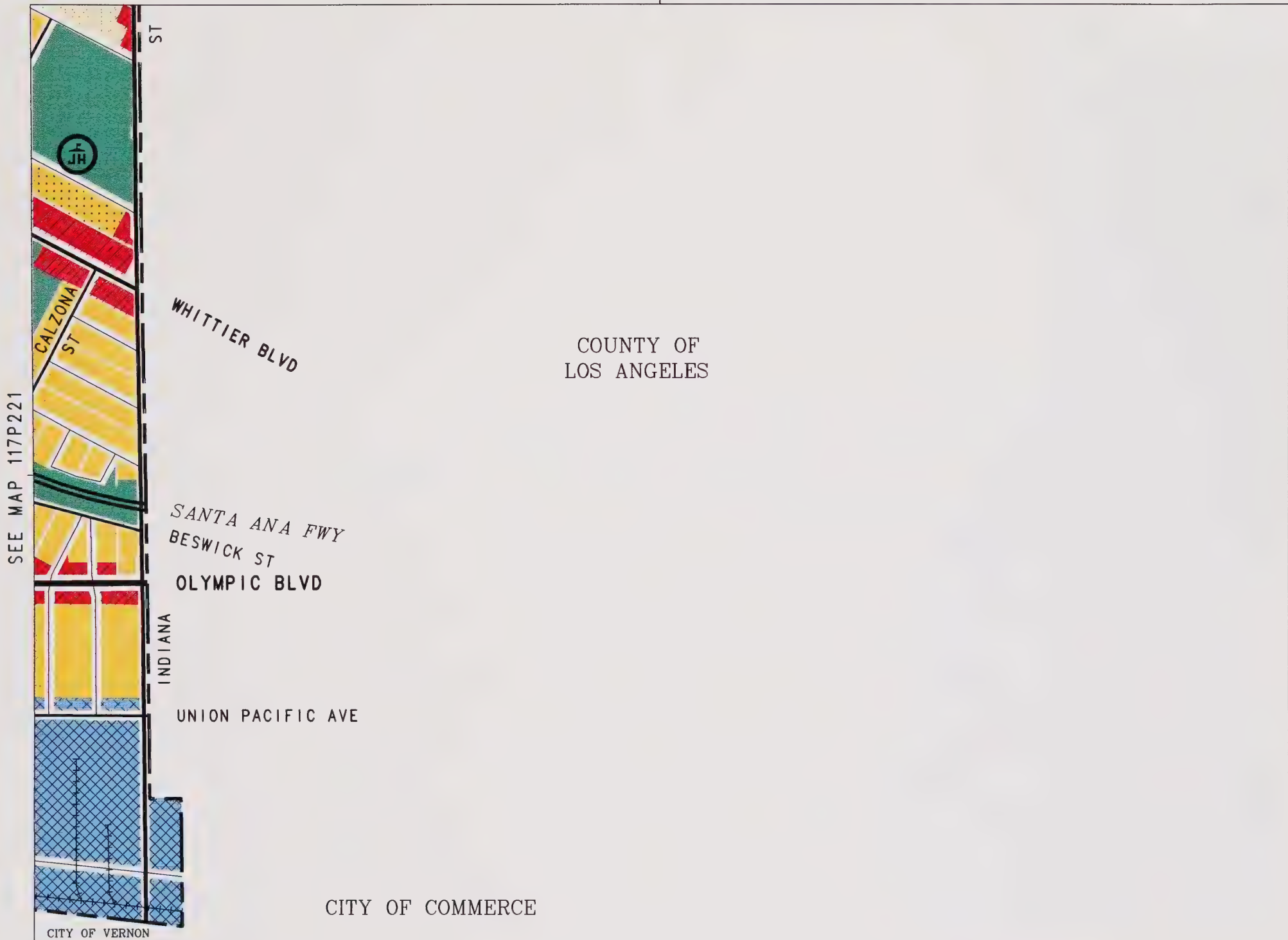
CENTRAL CITY NORTH PLAN

NORTHEAST LOS ANGELES
PLAN

NORTHEAST LOS ANGELES
PLAN

GOLDEN STATE FWY
DALY ST





CENTRAL CITY NORTH PLAN

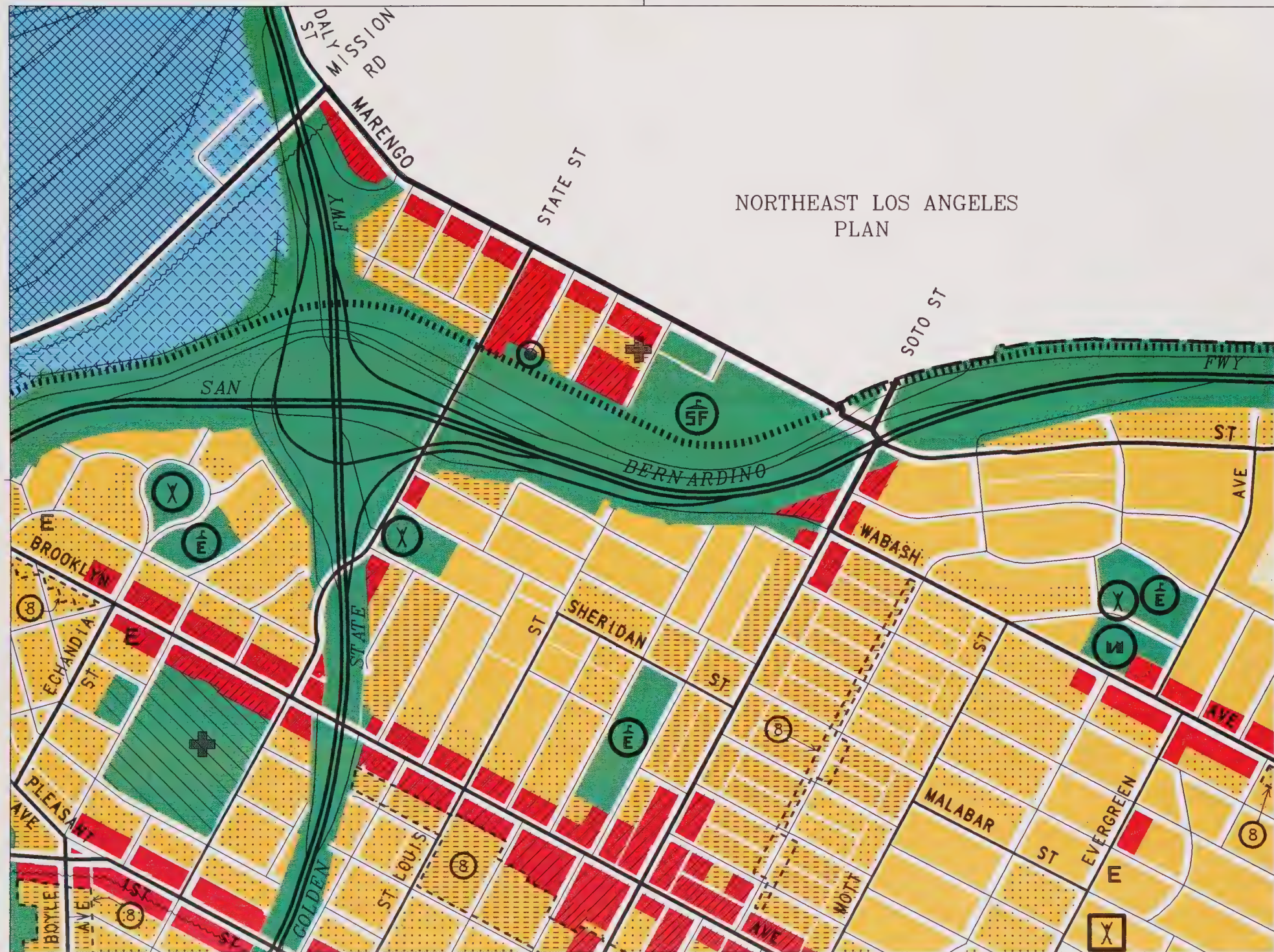
SANTA ANA FWY

MACY ST

1ST ST



SEE MAP 129P221



NORTHEAST LOS ANGELES
PLAN

SAN BERNARDINO FWY

MARENGO
STCOUNTY OF
LOS ANGELES

WABASH AVE

8

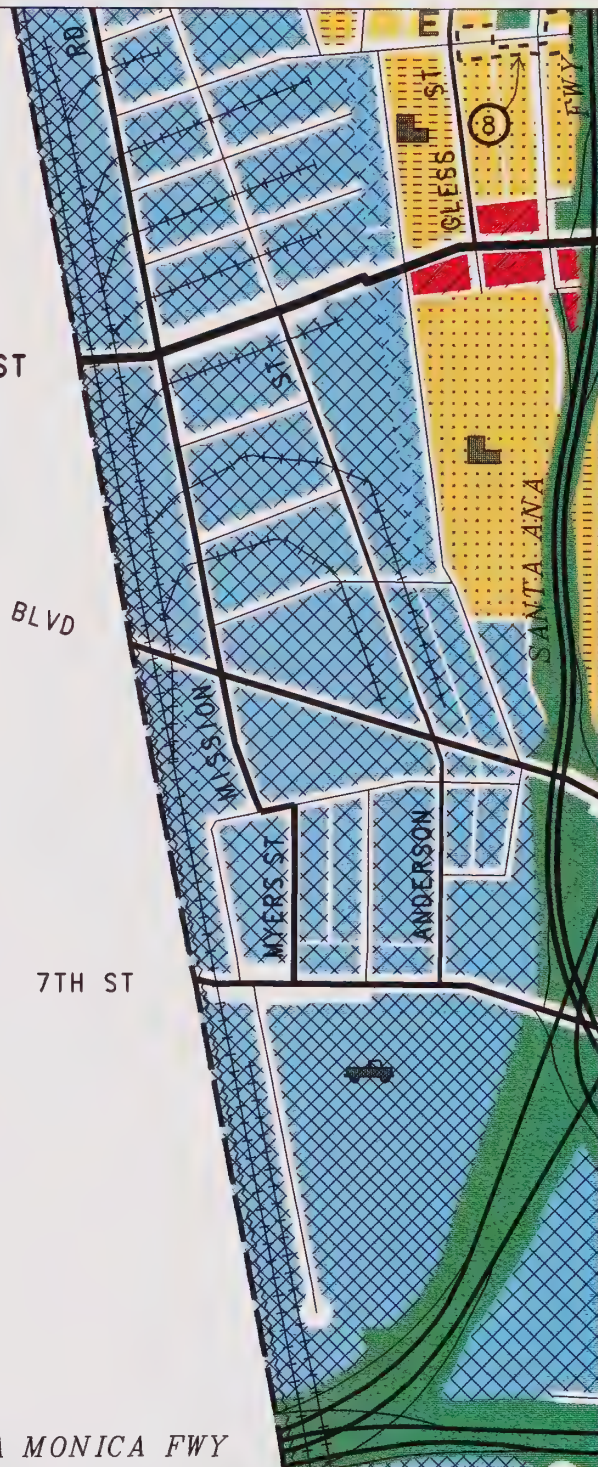
CENTRAL CITY NORTH PLAN

4TH ST

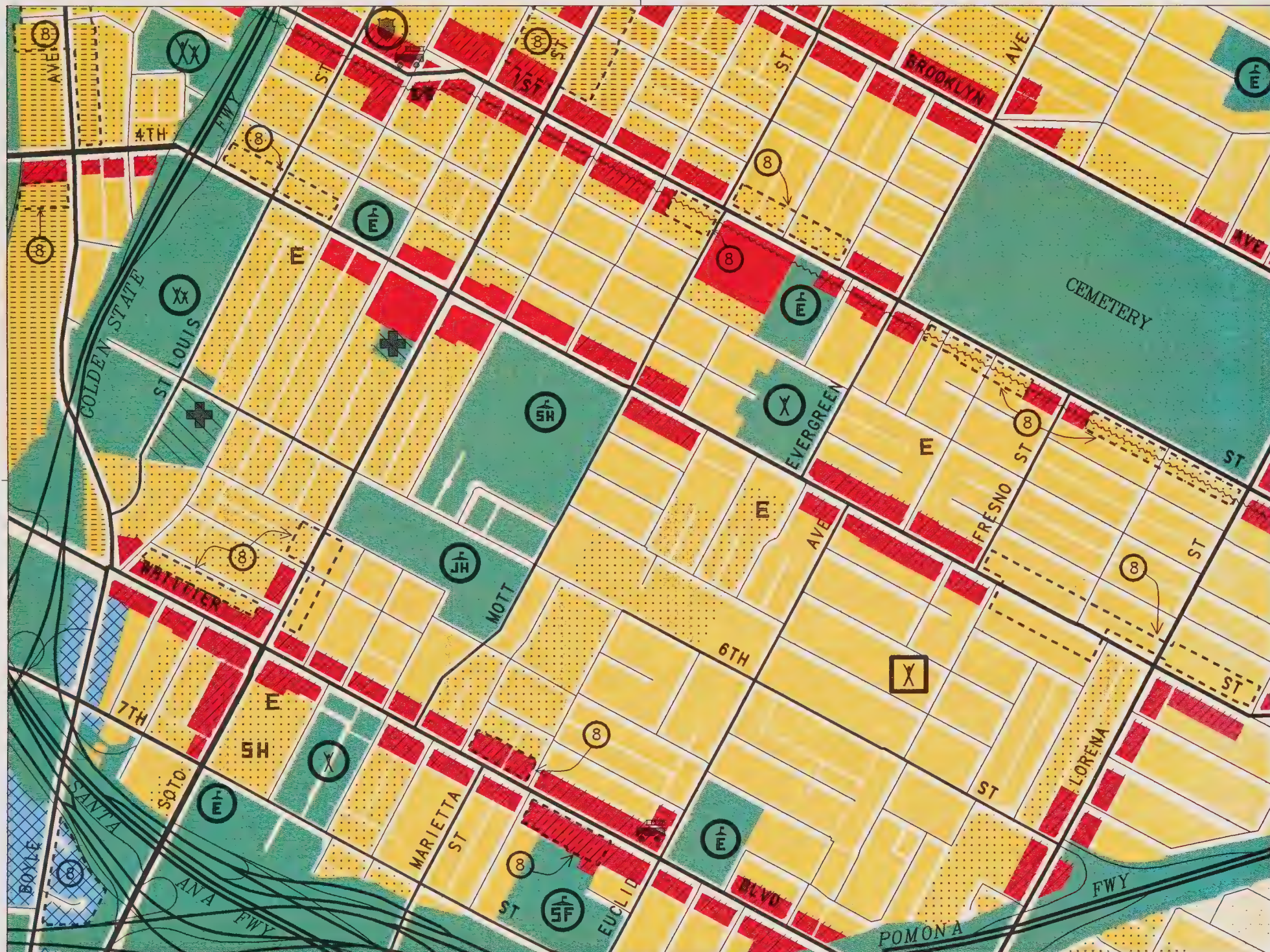
WHITTIER BLVD

7TH ST

SANTA MONICA FWY



SEE MAP 123P221

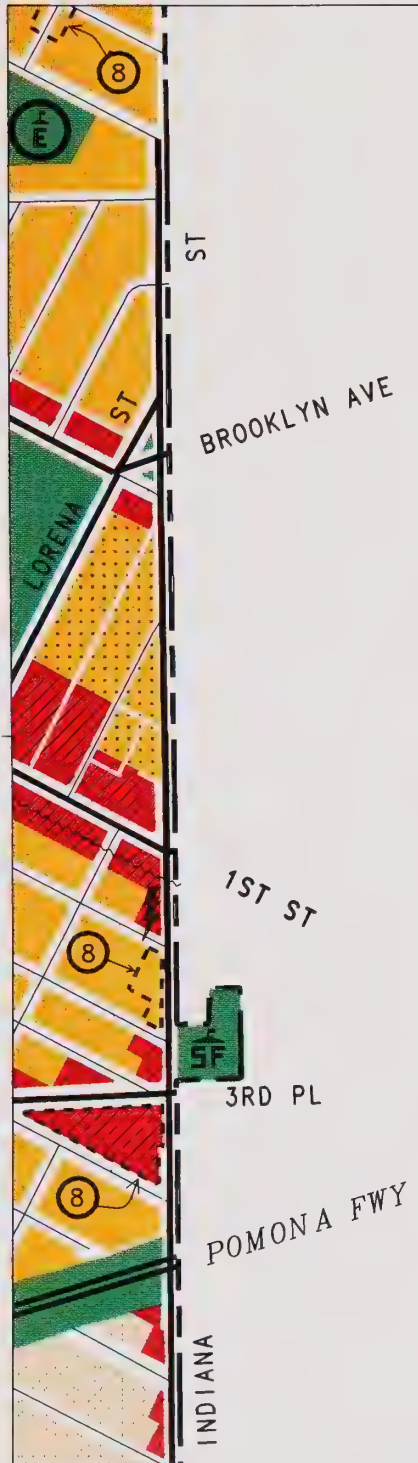


126-229

SEE MAP 129P229

123P229

SEE MAP 123P221



COUNTY OF
LOS ANGELES

123-229

SEE MAP 117P229

03/91 -BH

CENTRAL CITY NORTH PLAN

OLYMPIC BLVD

WASHINGTON BLVD

CITY OF VERNON

SEE MAP 117P221

Notes:

1.

Height District No. 1 applies to the entire community.
2.

Gross acreage includes abutting streets.
3.

Quasi-Public land designations on this map indicate existing uses which are anticipated to remain. The Plan does not propose public acquisition of the designated lands.
- When the use of property designated as "Public/Quasi-Public" (e.g. school, university, hospital, major institutions) is proposed for a use other than that which has been deemed to be approved per LAMC 12.24-F the proposed use shall be approved by the appropriate decision-makers through a procedure similar to a conditional use. The decision-makers shall find that the proposed use is consistent with the elements and objectives of the General Plan and may impose additional restrictions on the existing zoning as deemed necessary to assure that the proposed land use will be compatible with the land uses, zoning, or other restrictions of adjacent and surrounding properties, and consistent with the General Plan.
- When the use of property designated as "open space" (e.g., recreation, environmental protection, public school site) is proposed to be discontinued, the proposed use shall be approved by the appropriate decision-makers through a procedure similar to a conditional use. The decision makers shall find that the proposed use is consistent with the elements and objectives of the General Plan and may impose additional restrictions on the existing zoning as deemed necessary to assure that the proposed land use will be compatible with the land uses, zoning, or other restrictions of adjacent and surrounding properties, and consistent with the General Plan.
4.

Boxed Symbol denotes the general location of a proposed facility. It does not designate any specific private property for acquisition.
5.

Circled symbol indicates need for upgrading. Upgrading could involve on-site improvements, replacement of facilities and/or expansion of the site. It does not designate any specific private property for acquisition.
6.

Local streets are shown for reference only.
7.

Indiana Street remains designated as a Secondary Highway. Any widening and improvement shall be coordinated with the county of Los Angeles.
8.














With respect to these properties, the plan contemplates that the existing development may continue to be maintained and may be reconstructed in the event of accidental destruction, but that upon the abandonment of such existing development, the property may thereafter be used only for the uses and at the density d=permitted under the Plan designation.
9.

Churches and uses accessory thereto shall be allowed subject to the conditions established in the ordinance implementing CPC 86-783 GPC.
10.

Existing mobilehome parks are consistent with the Plan. Future mobilehome parks shall be consistent with the Plan when developed in the RMP Zone.
11.

Each Plan category permits all indicated corresponding zones as well as those zones referenced in the Los Angeles Municipal Code (L A M C) as permitted by such zones unless further restricted by adopted Specific Plans, specific conditions and/or limitations of project approval, plan footnotes or other Plan map or text notations. Zones established in the L A M C subsequent to the adoption of the Plan shall not be deemed as corresponding to any particular Plan category unless the Plan is amended to so indicate. It is the intent of the Plan, that the entitlements granted shall be one of the zone designations within the corresponding zones shown on the Plan, unless accompanied by a concurrent Plan Amendment.

LAND USE

RESIDENTIAL ¹	CORRESPONDING ZONES	MULTIPLE FAMILY	CORRESPONDING ZONES
LOW DENSITY			
 LOW	RE9,RS,R1 RD5,RD6	 LOW MEDIUM I ⁹	R2,RD4,RD3
		 LOW MEDIUM II ⁹	RD2,RD1.5
		 MEDIUM	R3
COMMERCIAL ¹		INDUSTRIAL ¹	
 HIGHWAY ORIENTED AND LIMITED	C1,C2,P	 LIMITED	MR1,M1,P
 NEIGHBORHOOD	C1,C2,C4,P	 LIGHT	MR2,M2,P
 COMMUNITY	C2,C4,P,PB	 HEAVY	M3,P
 REGIONAL CENTER	C2,P,PB		
		OPEN SPACE,PUBLIC/ ³ QUASI-PUBLIC	
		 OPEN SPACE	
		 QUASI-PUBLIC	

CIRCULATION

	Freeway
	Major Highway
	Secondary Highway ⁷
	Collector Street
	Local Street ⁶
	Rapid Transit and Station
	Railroad
	Bicycle Corridor

ADMINISTRATIVE BOUNDARY

	Community Boundary
	City Boundary






SPECIAL BOUNDARY

	Site Boundary
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NOTES:

	Proposed ⁴
	Proposed Site ⁵ Expansion

SERVICE SYSTEMS^{4,5}

SCHOOL SITES	
	Elementary School
	Junior High School
	Senior High School
	Private School
	Special School Facility

RECREATIONAL SITES

	Neighborhood Park
	Community Park

OTHER FACILITIES

	Fire Station
	Police
	Library
	Maintenance Yard
	Public Housing
	Cultural and Historical Site
	Health Center
	Power Distributing Station
	Power Receiving Station
	Special Facility
	Post Office



SUMMARY OF LAND USE

LAND USE

RESIDENTIAL ¹	DWELLING UNITS PER GROSS ACRE ²	CORRESPONDING ZONES			
Low	3+ to 7	RE9, RS, R1, RD5, RD6	Single Family Residential		
			Total Acres	34	
Low Medium I	7+ to 12	R2, RD4, RD3	% of Total Area	.8	
			Dwelling Unit Capacity	220	
Low Medium II	12+ to 24	RD2, RD1.5	Population Capacity	872	
Medium	24+ to 40	R3			
			Multiple Family Residential		
			Total Acres	1,696	
			% of Total Area	41.7	
			Dwelling Unit Capacity	30,691	
			Population Capacity	97,450	
					TOTAL RESIDENTIAL
					Total Acres 1,730
					% of Total Area 42.5
					Dwelling Unit Capacity 30,911
					Population Capacity 98.322
COMMERCIAL ¹					
Highway Oriented & Limited		C1, C2, P	Highway Oriented & Limited		
			Total Acres	252	
			% of Total Area	6.2	
Neighborhood		C1, C2, C4, P	Neighborhood		
			Total Acres	60	
			% of Total Area	1.5	
Community		C2, C4, P, PB	Community		
			Total Acres	48	
			% of Total Area	1.2	
Regional Center		C2, P, PB	Regional Center		
			Total Acres	26	
			% of Total Area	.6	
INDUSTRIAL ¹					
Limited		M1, MR1, P	Limited		
			Total Acres	134	
			% of Total Area	3.3	
Light		M2, MR2, P	Light		
			Total Acres	239	
			% of Total Area	5.9	
Heavy		M3, P	Heavy		
			Total Acres	576	
			% of Total Area	14.2	
OPEN SPACE ³					
Open Space			Open Space		
			Total Acres	727	
			% of Total Area	18.0	
					TOTAL OPEN SPACE
					Total Acres 999
					% of Total Area 24.6
Public/Quasi-Public			Public/Quasi-Public		
			Total Acres	272	
			% of Total Area	6.6	
					TOTAL ACRES 4,064

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